FIGURE 3A 9-1
F3-A

Guidelines for Use of Positive Offset
Left Turn Lanes on Median Divided Facilities

Positive offset left turn lanes will be required on median divided facilities where the median width is greater than 20 feet and the following criteria is met.

1. Use at all proposed *signalized* intersections which meet either of the following criteria:

   a. If left turns are designed with exclusive* movements due to inadequate horizontal and/or vertical alignment and there is adequate cross section width available;

   b. TEE intersections with opposing left turn lanes for U-turn traffic

2. Use at all *unsignalized* intersections which meet either of the following criteria:

   a. If 10 year traffic projections satisfy any signal warrants;

   b. Major route left turns meet or exceed 60 vph during the peak hour

3. Use at locations where the engineer determines that its use will improve or provide safer or more efficient traffic operations.

4. Positive offset left turn lanes on median divided facilities should be discussed at the preliminary field inspection.

* Positive offset left turn lanes will help to enhance exclusive left turn signal operations by reducing the time required for the left turn movements to clear the intersection.

FIGURE 3A **9 - 1**

F - 3A - 1

GUIDELINES FOR OFFSET OPPOSING LEFT-TURN LANES ON DIVIDED ROADWAYS

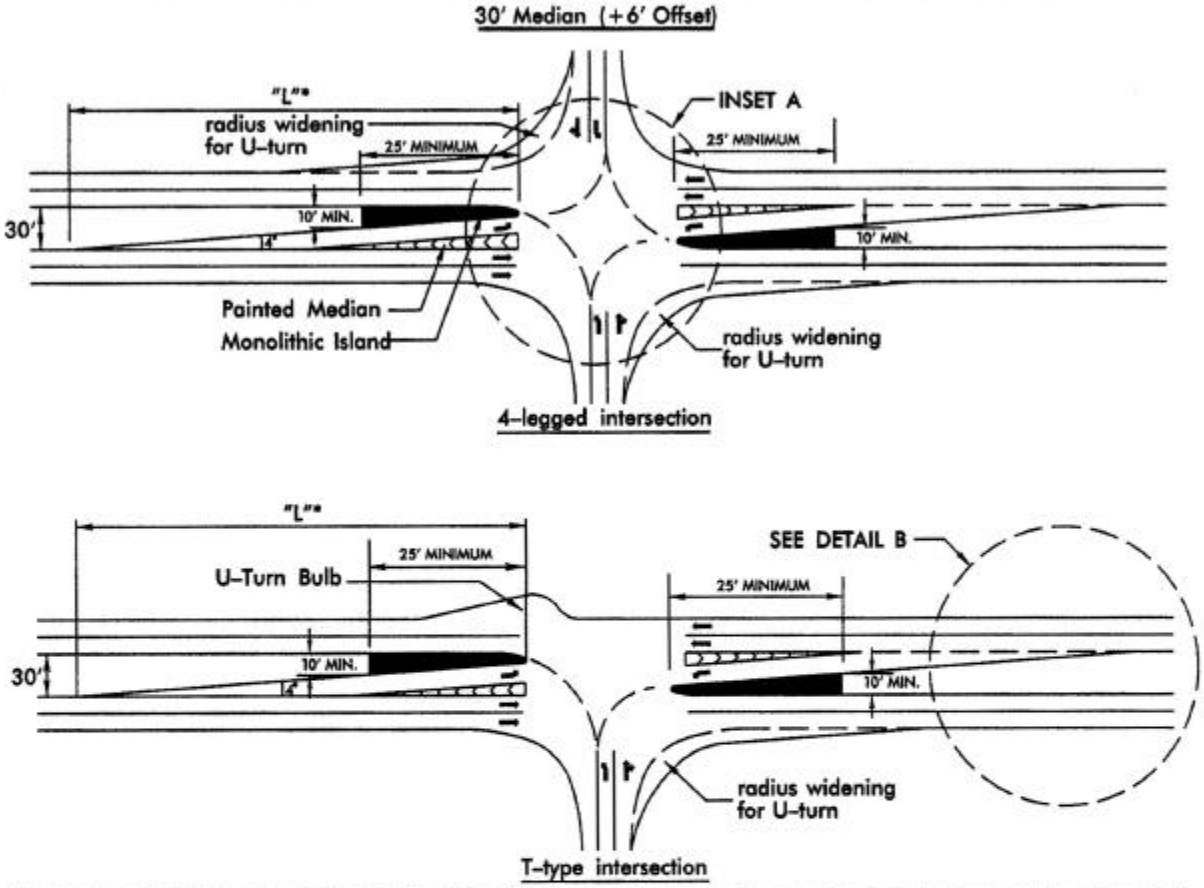
"L" (WHERE VEHICLE STORAGE DOES NOT GOVERN)

DESIGN SPEED	"L"
40 MPH	315'
50 MPH	430'
60 MPH	530'

FIGURE 3A **9-1**

F - 3A - 2

GUIDELINES FOR OFFSETTING OPPOSING LEFT–TURN LANES ON DIVIDED ROADWAYS



*Note:
A 4 degree skew angle will provide approximately 340' of deceleration lengths for design speeds up to 40 mph. A parallel deceleration lane can be incorporated for design speeds 50 mph and higher or where additional storage length is required. See Detail B

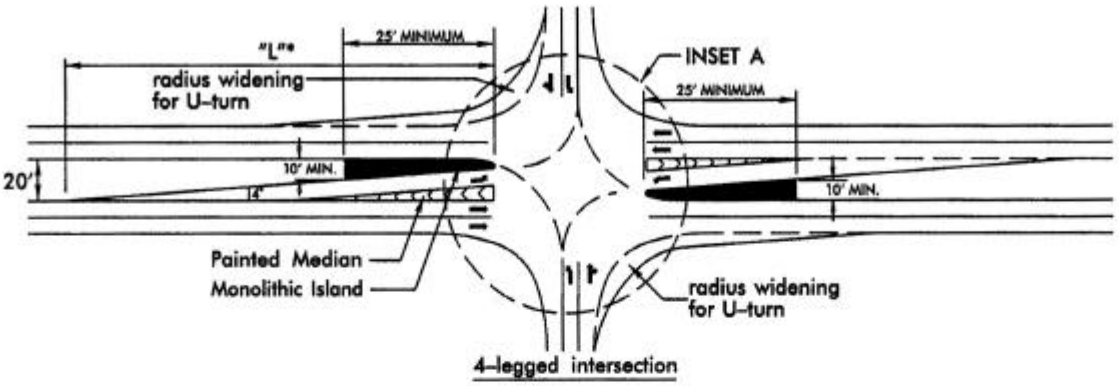
Design U–turns for passenger vehicles unless project information dictates otherwise.

FIGURE 3-A **9-1**

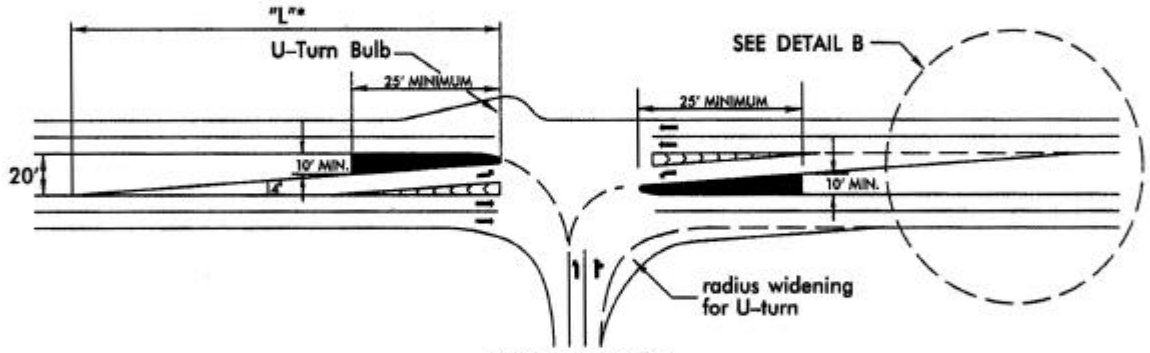
F - 3A - 3

GUIDELINES FOR OFFSETTING OPPOSING LEFT–TURN LANES ON DIVIDED ROADWAYS

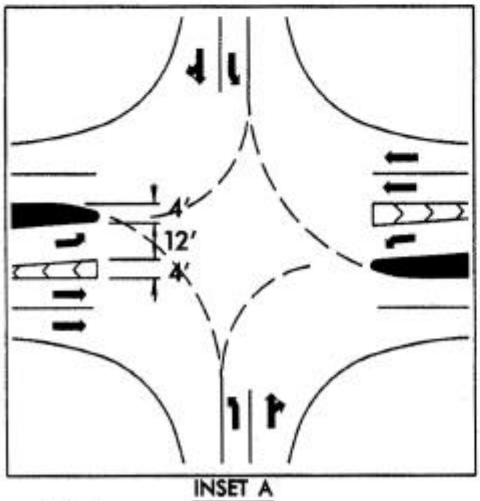
20′ Median (+0′ Offset)



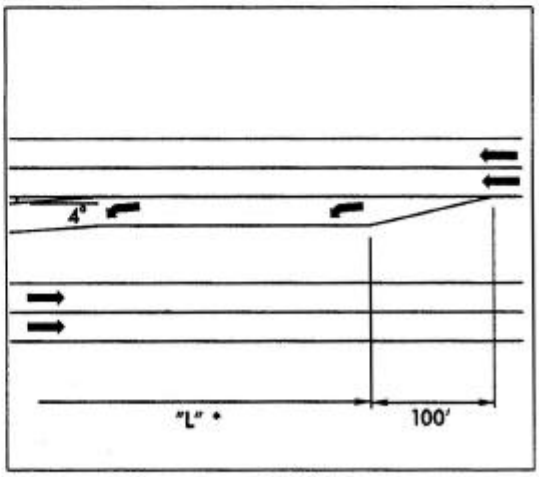
4–legged intersection



T–type intersection



INSET A



DETAIL B

*Note:
A 4 degree skew angle will provide approximately 230′ of deceleration lengths for design speeds up to 30 mph. A parallel deceleration lane can be incorporated for design speeds 40 mph and higher or where additional storage length is required. See Detail B

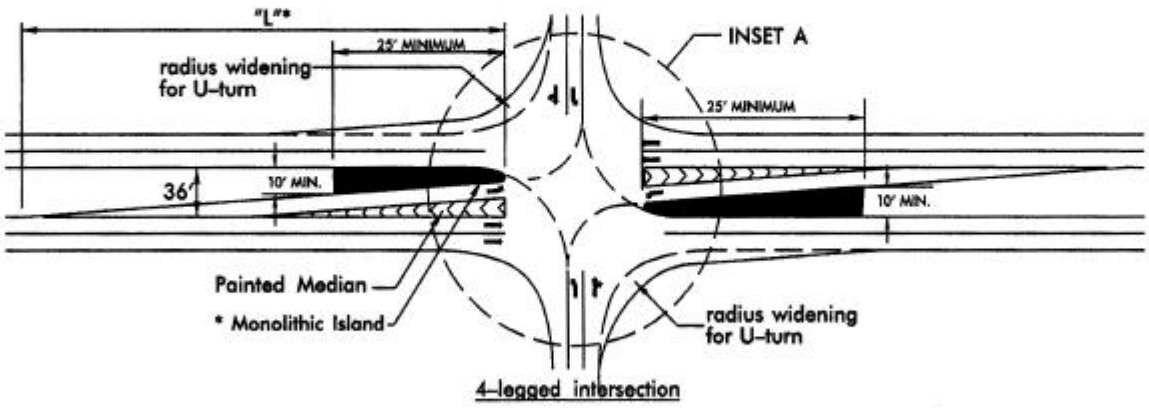
Design U–turns for passenger vehicles unless project information dictates otherwise.

FIGURE 3-A **9-1**

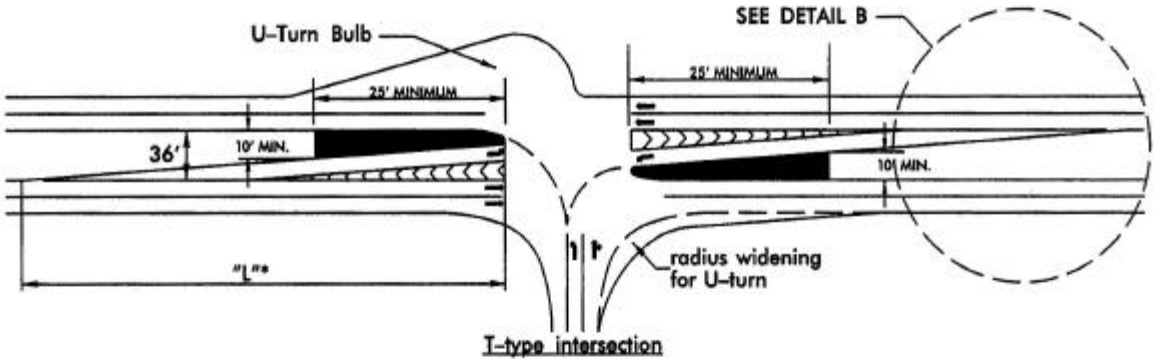
F - 3A - 4

GUIDELINES FOR OFFSETTING OPPOSING LEFT–TURN LANES ON DIVIDED ROADWAYS

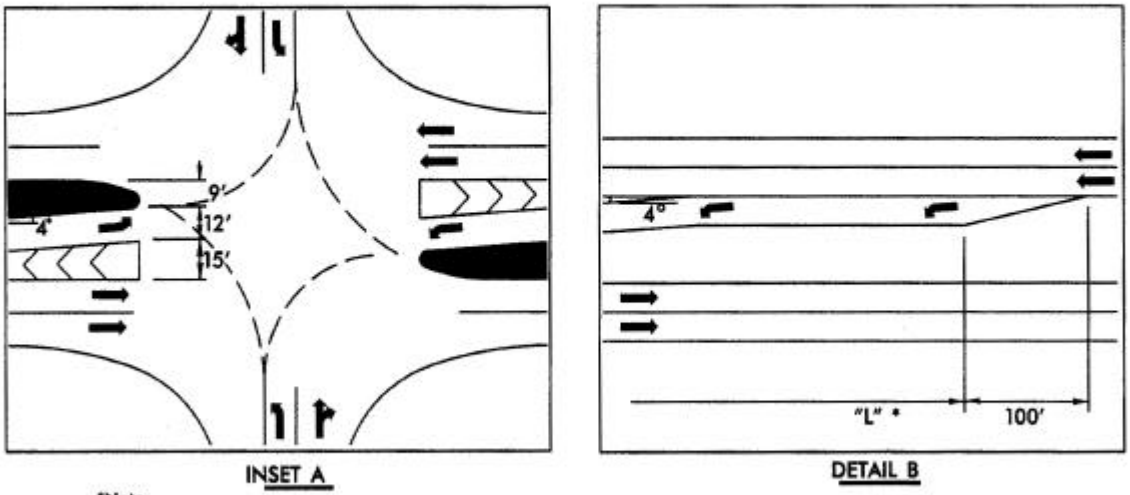
36′ Median (+6′ Offset)



4–legged intersection



T–type intersection



INSET A DETAIL B

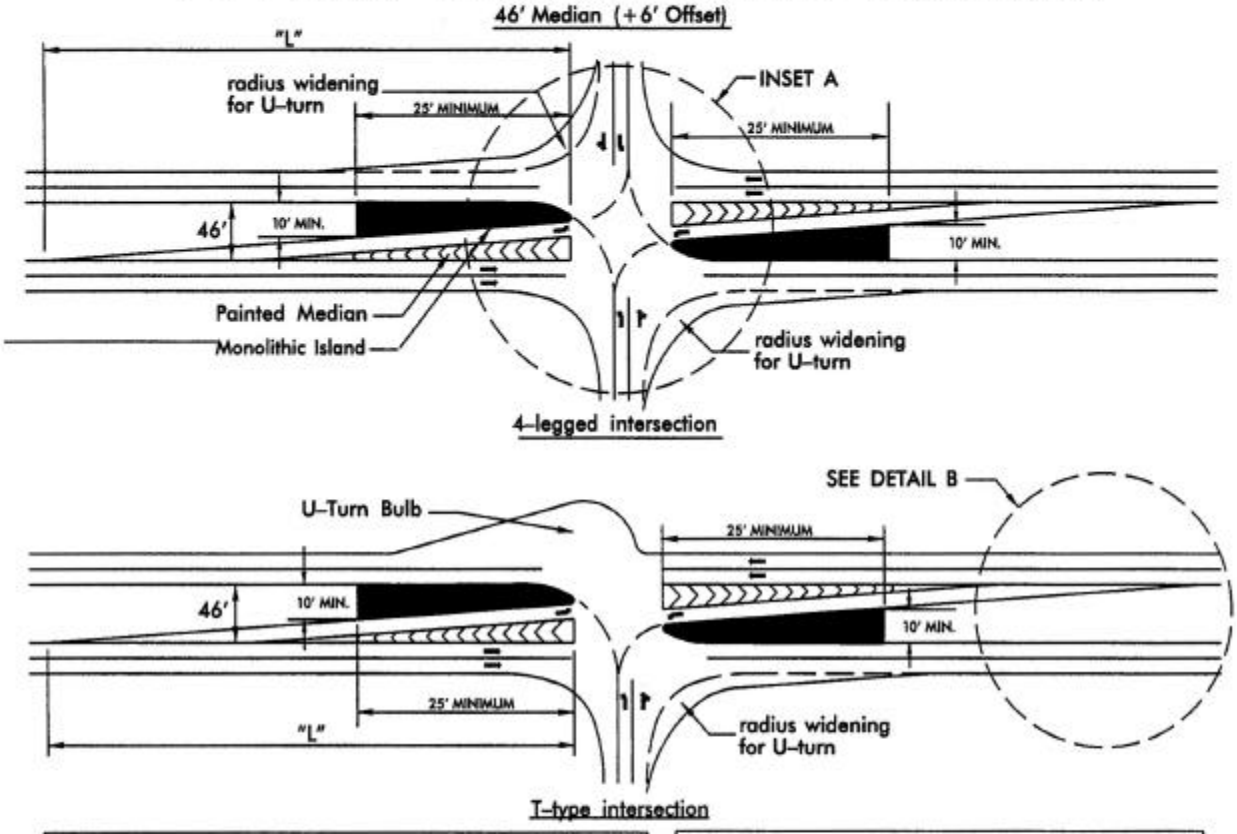
*Note:
A 4 degree skew angle will provide approximately 385′ of deceleration lengths for design speeds up to 40 mph. A parallel deceleration lane can be incorporated for design speeds 50 mph and higher or where additional storage length is required. See Detail B

Design U–turns for passenger vehicles unless project information dictates otherwise.

FIGURE 3-A **9-1**

F - 3A - 5

GUIDELINES FOR OFFSETTING OPPOSING LEFT–TURN LANES ON DIVIDED ROADWAYS



*Note:
A 4 degree skew angle will provide approximately 455' of deceleration lengths for design speeds up to 50 mph. A parallel deceleration lane can be incorporated for design speeds 60 mph and higher or where additional storage length is required. See Detail B

Design U–turns for passenger vehicles unless project information dictates otherwise.